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**From:** Belizaire, Justine [USA]  
**To:** Luu, Catherine (FTA)  
**CC:** Tahir, Nadeem (FTA); Nguyen, Kim (FTA); McCarron, Francis [USA]; Ryan, James (FTA)  
**Sent:** 6/19/2009 7:13:27 AM  
**Subject:** Honolulu - Spot Report - Master Project Schedule Review - June 2009  
**Attachments:** FINAL DRAFT - HHCTC Schedule MA5E Review - June 2009.doc; FINAL DRAFT - HHCTC Schedule MA5E Review - June 2009.pdf; image001.jpg

Good Afternoon Cathy,

Attached please find the updated Final Draft of the HHCTC Master Schedule Review Spot Report for the City of Honolulu High-Capacity Transit Corridor Project. This report is an update to Spot Report issued on May 14, 2009. The report incorporates updates received from the City as well as the FTA comments issued through June 10, 2009. Be advised that each comment provided is addressed in **RED** below.

Be advised, there have been no changes to the hardcopy report you received from me during the FTA Annual Engineer' Meeting. Please do not hesitate to contact me at 704-543-0975 should you have any questions.

Regards,

*Justine A. Belizaire-Gouveia*

Associate

Booz | Allen | Hamilton

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**From:** Catherine.Luu@dot.gov [mailto:Catherine.Luu@dot.gov]  
**Sent:** Wednesday, June 10, 2009 1:17 PM  
**To:** Belizaire, Justine [USA]  
**Cc:** Nadeem.Tahir@dot.gov; Kim.Nguyen@dot.gov; McCarron, Francis [USA]; James.Ryan@dot.gov  
**Subject:** RE: Honolulu - Spot Report -master project schedule review - May 2009

Justine,

I don't know if you provided your draft spot report – Master project schedule review dated 5/14/09 to all the addressees since you provided the draft hard copy when we had a meeting in HI on 6/1-6/4. I don't have the draft electronically, perhaps I accidentally deleted it.

Below are my comments:

1) Section 1- Executive Summary: You said that “ the MPS depicts an optimistic but achievable revenue service date of March 2019. “ You may need to reword or explain why do you think the schedule is optimistic but achievable. Also in this section, you said that the schedule should include duration contingencies... to address further activities... Do you mean that the schedule contingencies were not provided or sufficient? If yes, then how can the ROD be met. Please clarify.

- The paragraph has been revised. The schedule contingency comment has been deleted as schedule contingencies have been allowed in the Schedule Basis of Assumption for guideways and



stations provided in June 2, 2009 project documents.

2) Page 4. You stated the number of boardings and number of vehicles. How come the numbers do not match with the draft briefing that you provided me on 6/5/09. Please verify the numbers.

- Updated as follows, "The Airport alignment will average a total of 97,500 boardings at Revenue Operations in the year 2019, 116,000 boardings in the year 2030, and will provide two significant areas with potential for Transit Oriented Development, near the Airport and in the surrounding industrial areas."

3) Page 8, section 4.1.2 – Critical path and critical items. You stated: " there should be a contingency plan to mitigate cost escalation for materials and labor since the project duration is approximately 10 years". Question: This is the spot report on schedule review/ assessment, then why do you talk about contingency plan for mitigating cost escalation. Is there a reason that might impact the overall schedule due to cost escalation?

- The paragraph has been revised. Because this is a 10 year long project there could be a sudden cost escalation such as what happened during 2005/2006 which delayed projects and/or a sudden shortage of skilled workers due to a large number of concurrent projects.

4) Page 8, section 4.1.6 Final design: first bullet you stated " the PMOC notes that the schedule shows the City to issue a LONP request for NTP... however one the ROD has been achieved the LONP process is not required for design" what do you mean? When ROD is issued does not mean that the LONP process is not required if the City plans to request for LONP(s).

- The paragraph has been revised. In the MA5A schedule, the MPS had separate LONP for design and construction. In the revised MA5E schedule, the LONP request is for one DB contract package.

5) in some sections of the report, you use the word " WHO will coordinate ..." such as mentioned in section 4.1.6, 4.1.9, 4.1.10... What do you mean by "who" I understand that some of the milestones spell out who does what with the activities and durations associated with them but if you only mention the word "who" alone, do you mean you need to have the activities, coordination duration or milestones associated with the coordination activities and who will do the work?

- Regarding the "WHO "is going to be responsible, no revision/explanation was provided in the report. It's the work scope that could be either be a person, Grantee's department, CM, specialty contractor who will be responsible for the final facility/systems integration to make the system-wide testing be functional. These "grey area" work items will be identified as design and construction work progresses.

6) Page 10, section 4.1.14, last bullet: you stated " The PMOC notes that extensive coordination work will be required with HEC and utility companies" I agree that coordination need to be done but be specific/explain that does the schedule provide duration, timelines for extensive coordination work?

- Current MPS has only a one construction activity as a placeholder for the Maintenance & Storage Facility. There is no logic ties with 3<sup>rd</sup> party utility interfaces

7) Page 10, section 4.1.16, Operations and Maintenance, last bullet" The PMOC notes that O&M staff can be trained at other transit agencies before being deploying at HHCTC" Your statement provides your opinion but did the City provide any duration, milestones for the O&M staff to be trained and whether the duration is sufficient/reasonable?

- The comment was deleted from the Spot Report based on the DBOM procurement method. However, staff training can only be provided when the facilities such as MSF, OCC and at least one segment is operational. Currently the initial training schedule is from September 2011 to February 2012, when the MSF, OCC and the Waipahu/ Leeward Segment is under construction.

NOTE: I provided my comments on your Draft spot report 3R (PMP review) and the above comments above. Please coordinate my comments and submit ALL your final draft by COB Thursday (6/11) so that I can forward your final draft to the City on Friday 6/12 if possible. I will try to review the draft on spot report- project cost estimate and will provide my comments today. I understand that you (Naddem, and I) will be in Chicago next week, so I would like the City to review our comments during the week of June 15.

Thanks

Cathy